

INTIMATIONS

A. S. WATSON & CO., LIMITED.



BY APPOINTMENT.

WINES & SPIRITS.

We beg to call attention to our prior LIST OF WINES AND SPIRITS as below:—We are all selected and bought first hand by our London House we save an immediate profit and are thereby enabled to supply the best qualities at Moderate Prices.

PORT.

(For Invalids and General Use.)

	Per Case.	Cans.	Per Box.
B. VINTAGE, superior quality, Red Capsule	\$14.00	\$1.20	
C. FLAT OLD VINTAGE, extra quality, Black Seal Capsule	16.20	1.35	
D. VINTAGE OLD VINTAGE, extra superior, Violet Capsule (Old Edition)	20.40	1.70	

SHERRY.

(For Invalids and General Use.)

	Per Case.	Cans.	Per Box.
H. SUPERIOR PALE DRY, dry, not very Green Seal Capsule	\$10.80	\$0.90	
O. MANTANZILLA, PALE NATURAL SHERRY, White Capsule	12.00	1.00	
GC. SUPERIOR OLD DRY, PALE NATURAL SHERRY Red Capsule	12.00	1.00	

CLARET.

(For Invalids and General Use.)

	Per Case.	Cans.	Per Box.
B. S. ESTEPHE, Red Capsule	5.695	\$ 7.56	\$0.60 0.35
C. S. JULIEN, Red Capsule	9.60	3.60	0.75 0.40
D. B. BOSE, Red Capsule	13.05	18.82	1.10 0.60
SAINTE FOY	7.20	7.22	0.60 0.35
CUSSAC	9.60	10.44	0.80 0.45
C. H. A. EAU D'ANGLOIS	13.20	14.40	1.10 0.60
C. H. A. EAU HAUT BEON LABRÈVE	18.60	19.20	1.60 0.80
C. H. A. EAU M. A. M. L.	21.00	22.20	1.80 0.90
BAOQ.			

Our Claret, including the lowest prices, are guaranteed to be the genuine product of the juice of the grape, and are not artificially made from raisins and currants, is generally the case with cheap Wines.

HOCK.

(For Invalids and General Use.)

	Per Case.	Cans.	Per Box.
NIEDERSTEIN	\$12.00	\$1.00	
RÜDERSDORF	21.00	1.75	
HÖCHSTADT	24.00	2.00	

BRANDY.

(For Invalids and General Use.)

	Per Case.	Cans.	Per Box.
A. HENNESSY'S OLD PALE, Red Cap.	\$18.00	\$1.50	
**** B. SUPERIOR VERY OLD COGNAC, Red Capsule	21.00	1.75	
**** C. VEN. (OLD) LIQUEUR COGNAC	24.00	2.00	
V. O. D. HENNESSY'S RIEZ, FINE OLD LIQUEUR COGNAC, 1872 vintage, Red Cap.	36.00	3.00	
V.V.O. E. FINEST VERY OLD LIQUEUR COGNAC, 1862 vintage.	48.00	4.00	

All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.

(For Invalids and General Use.)

	Per Case.	Cans.	Per Box.
SCOTCH—THOMAS'S BLEND, White Capsule	\$10.90	\$0.90	
B. Watson's GLENROTHES BLEND, Blue Capsule, with Name and Trade Mark	10.50	0.90	
C. WATSON'S ANTHONY GLENLIVET, Red Capsule, with Name and Trade Mark	12.00	1.00	
D. WATSON'S H. K. D. BLEND OF THE FINEST SCOTCH WHISKIES, Violet Capsule	14.40	1.20	
E. WATSON'S VINTAGE OLD LIQUEUR SCOTCH WHISKY, Gold Capsule	15.00	1.25	
DANIEL CRAWFORD'S FINEST VERY OLD SCOTCH WHISKY	14.40	1.20	

Our lowest priced Whisky is of excellent quality and of greater size than most brands in the market. We recommend our customers not to be deterred by the low prices of foreign brands, as there is a good deal of scotch whisky in the market.

Aldous-Glenlivet is a very old Scotch Whisky (scotch) that could not be replaced in stock at the price. D and E are too well known to need comment.

Per Case. Per Box.

IRISH—JOHN JAMESON'S OLD GREEN CAPSULE \$12.00 | \$1.00 | |JOHN JAMESON'S FINE OLD GREEN CAPSULE 15.00 | 1.25 | |JOHN JAMESON'S VERY OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |JOHN JAMESON'S OLD GREEN CAPSULE 15.00 | 1.20 | |

"We can tell you something of the Trans-Siberian Railway." "Certainly; I cannot speak too highly of its merits. The travelling accommodation is exceptionally good, and although I have been a passenger on most of the best European lines, I enjoy travelling on the Siberian Railway quite as much as on any other line. One of the principal advantages to travellers is the fact that the authorities permit of the carriage of a much greater amount of luggage than would be allowed on a European train; to commercial travellers this is, of course, a great consideration. From disadvantages, however, the system has few, and some inconveniences result from the long distances between stations and the towns, but at the same time it commutes to all the railway systems. Another drawback is the long waits at the stations on the run."

"How far is the line built?"

"The present line, for passenger traffic, is opened from the west, as far as Krasnoyarsk, which is 633 English miles west of Irkutsk. The total horses of traffic 1,000 miles remain to Lake Baikal, where a large fleet of well-constructed steamers run to Khabarovsk, formerly Blagoveshchensk; here a most important strategic town, and connected with Blagoveshchensk by rail."

"What is the scenery like en route?"

"Well, the scenery through which the railway runs is very varied. First comes the Ural, to the east of which town of Tcheljabinsk, the lines pass through magnificent mountain scenes, and views are obtained of the various mining industries in full operation; but a change soon takes place and for many, many miles beyond nothing but a monotonous continuation of steppes meets the eye. This, however, is changed for the better at Archangel, where very pretty scenery is to be met with, and on arriving at Archangel after a long ride, the Czar's open boat. And it is generally known, it was at first intended to carry the railroad along the banks of the Amoor, but this idea has now been abandoned; and at Streltsovo, the railroad will turn off and end down through Manchuria."

"And what of the climate?"

"It is extremely healthy any time in the year. The air is clear, the air is crisp and invigorating, the sun is powerful. I should say it is incomparable. Canada, and that is extremely healthy and enjoyable. In the Ural, where I live, there is a magnificent scenery; rivers, lakes, waterfalls, and fish and game are abundant."

"How long have you been the Siberian agent of the British and Foreign Bank?"

"For eight years. The Bank were so generous and I am grateful to add that they have always assisted me in every possible way. The Bank has given me a series of recommendations and special facilities and privileges, the Government carry all our books free, and I and my colleagues travel free; in addition, the Government of the different provinces always issue a crown passport to me. I cannot speak too highly of their co-operation."

"Siberia is developing very fast, and has a great future before it."

"Most certainly. The people are very hospitable and kind, and inclined to be very friendly, and the conditions of Siberia are fully understood. The conditions of Siberia and Bessarabia, rather bad at present, but recently a delegation of the leading business men of Vladivostok lodged a petition to the Government in this respect, and it will doubtless receive attention. Everything, no doubt, will be done in good time."

Thanking Mr. Davison for the interview, our representative withdrew.

LATE TELEGRAMS

The following telegrams are from the Rain-gauge Gazette:

THE KING OF SIAM

London, 25th August.—The King of Siam has gone to Moulmein, Schwerin.

THE WHEAT HARVEST

London, 25th August.—Owing to the rise in the price of bread in France against the corn duties are increasing.

London, 25th August.

The Hungarian official estimate calculates there is a shortage of 15 million metric hundred weights in the whole wheat harvested for 1897 to 1898.

THE "TIMES" ON THE ORIGIN OF THE FRONTIER RISING

London, 30th August.—The Times, in a leading article on Indian affairs, attributes the present risings to the gradual extension to the North-West frontier of the passionate unrest aroused in India by Musalmans by Radical abuse of the Sultan and Mahomedanism in England.

THE INDIAN MONEY MARKET

Calcutta, 30th August.—It is considered probable that Council Bills will shortly be suspended altogether for the time being, only ten lakhs being offered 'now' week against forty lakhs last year. This will have the effect of forcing exchange still higher. The expenditure on the frontier is some time, and likely to continue for some time, that has been incurred, must soon be balanced into it. Gold is already on the way out for the purpose of financing the mint for rupees when the rupee reaches the gold point, and considering the great scarcity of money which must follow the practical stoppage of Council Bills, merchants are already enquiring what time will have to elapse before terms of payment can again be obtained. It will be well to remember that in this present emergency the mint's care should be taken only to send new coins as otherwise deflections will be made for light weight. Bar gold will be received and paid for after assay, sovereigns by weight.

Exchange has advanced one-eighth during the week.

SHIPPING REPORTS

The German steamer *Leviathan*, from Shanghai 11th Sept., had variable winds and rain weather from port to port.

The British steamer *Flora*, from Shanghai 11th Sept., and *Saint Paul* had fair winds and rain, and continued her passage throughout.

The British steamer *Glenelg*, from Penang and Singapore 8th Sept., had moderate westerly winds with light weather to Ledrooms, from thence to port; hard N.E. gales with much rain.

The British steamer *Trevelyan*, from Amoy and Swatow 1st Sept., had light weather throughout. *Flamingo* (London) left London 1st Aug., and continued her passage throughout.

The British steamer *Hermes*, from Tamsui 1st Sept., had variable winds and sea. *Amoy* to Swatow 1st Sept., wind and smooth sea. From Swatow to port light variable winds, light rain and general weather. In Amoy, *Saint Simeon* and *Imperial*. In Swatow, *Swallow*.

VEGAS PASSAGE

Ave Maria, *Passenger Liner*, July 1, from Manila to London.

British East Steamer *Flamingo*, May 15, from New York to London.

German ship *Leviathan*, March 15, from Bantam to Berlin.

Dutch ship *Leviathan*, October 1, from Amsterdam to Madras.

Dutch ship *Leviathan*, October 1, from Madras to London.

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